New SAR Initiatives Fund
(NIF)
Final Reports
Fiscal Year 1998-99

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About the New SAR Initiatives Fund (NIF)

The New SAR Initiatives Fund (NIF) was established in 1988 to provide funding for projects that will enhance search and rescue in Canada. The NIF is managed by the National Search and Rescue Secretariat (NSS), on behalf of the Lead Minister for Search and Rescue.

The NIF provides annual funding for new and continuing projects (or initiatives), that address at least one of the following six priority areas: further integration of the NSP; development of SAR data and information; prevention; research and development; volunteers; and response.

All NIF proposals must be submitted to an authorized NIF sponsor for transmittal to the NSS for review. Proposals are assessed by a Merit Board and ranked in order of priority. Approved proposals (projects) are funded in order of priority, depending on the availability of funds.

This report summarizes the accomplishments of NIF projects funded by the NSS, that were completed during the fiscal year 1998/99.

TABLE OF CONTENTS

DEPARTMENT OF CANADIAN HERITAGE

SELF RELIANCE/SAFETY VIDEO FOR WILDERNESS CANOEISTS IN REMOTE AREAS*
WATER RESCUE TRAINING FOR FIRST RESPONDERS*

DEPARTMENT OF FISHERIES AND OCEANS 1

DRIFT ERRORS/COMPUTER SEARCH 2
CANSARP COMMUNICATIONS INTERFACE 3
NORTH OF 60 (ARCTIC) SAR PREVENTION TRAINING 4
SAFETY CAMPAIGN – PERSONAL WATERCRAFT OPERATORS 5
WELCOME TO BOATING/PERSONAL WATERCRAFT 6
NORTH OF 60 MARINE SAR TRAINING 7
BOAT TICK LAMINATE 8
CCGA LOAN EQUIPMENT – FIRST AID KITS 9
CHALET CHEZ NOUS 10
CCGA LOAN EQUIPMENT – FLOTATION SUITS 11
CCGA LOAN EQUIPMENT – STROBE LIGHTS 12
CCGA LOAN EQUIPMENT – SAR PUMPS 13
PFD BROADCAST SAFETY MESSAGES 14
WEST COAST VHF DIGITAL SELECTIVE CALLING (DSC) 15
PUBLIC BOATING SAFETY EDUCATION NF GSAR ASSOCIATION – NF 16
IN WATER RESCUE EQUIPMENT – HARBOUR GRACE VOLUNTEER FIRE BRIGADE 17
CAPSIZED VESSELS-SYSTEM TO ASSIST VICTIMS 18

DEPARTMENT OF NATIONAL DEFENCE 19

SKAD DINGHY R&D*
SAR DIVING EQUIPMENT FOR SAR TECHS 20
GPS GUIDED PARACHUTE – SAR 21
GOES SIGNAL PROCESSING 22
ACOUSTIC DETECTION AND LOCALIZATION OF MARITIME EMERGENCIES 23
SEA KING VHF/ FM RADIOS 24
OPTIMIZED RADAR RECEIVER FOR SART 25
NYLON RESCUE LADDER FOR CH 124 SEA KING 26
MOUNTAIN RESCUE EXTRACTION SYSTEM 27
INTEGRATION OF IMAGING TECHNOLOGIES*
SAR ASSET TRACKING SYSTEM*
SELF LOCATING DATUM MARKER BUOY (SLDMB) – PHASE II*
SAR NIGHT VISION GOGGLES UPGRADE 28
TUNDRA ENGINE HEATERS FOR CASARA 29
LAPDESKS FOR CASARA 30
SAR DATA WAREHOUSE 31
RCC HIGH RESOLUTION PICTURE TRANSMISSION (HRPT) VISUALIZATION 32
NOISE CANCELLATION IN SAR COMMUNICATIONS 33

ENVIRONMENT CANADA 34

EXPANSION & ENHANCEMENT OF VERTICAL BLANKET*
WEATHER, WINDS, AND WAVES – INNER SOUTH COAST BC*
FM WEATHERRADIO INSTALLATION - IQALUIT*

COASTAL ODAS PLATFORM (COP)* .....
AUTOMATIC WEATHER OBSERVATION STATION (AWOS) INSTALLATION – SOUTH COAST NF.....35
REPLACEMENT OF VISIBILITY SENSORS AT MISCOU ISLAND/EAST POINT*.....

NATIONAL SEARCH AND RESCUE SECRETARIAT 36

CANADIAN BEACON REGISTRY COMPUTER PURCHASE*.....

ROYAL CANADIAN MOUNTED POLICE.....37

JUNIOR PEP ORG. LUCERNE ELEM./SEC. SCHOOL*.....
NATIONAL SAR VOLUNTEER ASSOCIATION.....38
NWT SAR TRAINING PLAN*.....

TRANSPORT CANADA 39

INVESTIGATION STUDY TO REDUCE THE COST OF 406 MHZ ELTS* .....
WEATHER TO FLY.....40

MANITOBA.....

RE-BUILDING AND DEVELOPMENT OF THE PAS SAR CENTRE - MB* .....

NOVA SCOTIA.....

HAND HELD INFRARED RESEARCH- NS* .....

NORTHWEST TERRITORIES 41

SAR TRAINING PROGRAM- NWT 42

ONTARIO.....43

ESTABLISH WATER/ICE RESCUE PROGRAM – ON.....43
YORK REGIONAL POLICE SAR – ON 44
FORMATION OF SAR ORGANIZATION ON JAMES BAY/HUDSON BAY COAST – ON 45
START UP OF ONTARIO SAR VOLUNTEER ASSOCIATION (OSARVA) – ON 46
MISSING PATIENT INCIDENTS: A GUIDEBOOK FOR HEALTHCARE FACILITIES – ON.....47

SASKATCHEWAN.....48

ENHANCEMENT OF THE SASKATCHEWAN SAR PROGRAM THROUGH VOLUNTEERS – SK 49

CONCLUSION 50

*NOT AVAILABLE

Department of Fisheries and Oceans
(Canadian Coast Guard)

New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary

FY 94/95:	$ 32,000
FY 95/96:	$ 38,690
FY 96/97:	$ 140,000
FY 97/98:	$ 61,546
FY 98/99:	$ 38,291
Total exp.:	**$ 310,545**

NIFID #: 94047
Project #: TC 10/94
Category: R&D
Sponsor: DFO (CCG)

Drift Errors/Computer Search

The project has contributed to the improvement of SAR services by developing a methodology to determine what errors could be associated with the various models used in SAR planning. This project demonstrated the need to deploy SLDMB current drifters as soon as possible during a search and also the need to improve the models used in SAR. During this project, errors were identified in the computation within CANSARP and with the values used for drift. With the new version of CANSARP 4.0 and its capability to access real time databases such as the Marine environmental database (MEDS), it will be possible for a controller to access this database and use the data from a drifter to evaluate, on a regular basis, when drifters are available, the accuracy of the model used by CANSARP.

The first trial was conducted in the Cabot Strait, NS, area followed by similar trials off the Nova Scotia coast, the West Coast, the St. Lawrence Estuary and concluded with trials off Louisbourg, NS, in March 1999.

All of the officers involved with the project agreed that there is a need to improve the models used in CANSARP. In trials where the new SLDMBs were used, all officers had an opportunity to see the value of the data send by SLDMB to predict a search area and how this data will be used to decrease a search area. Also, the trials have produced more realistic drift errors which can used in search planning.

Bibliography Reference:

N/A

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary

FY 94/95	$ 121,000
FY 95/96:	$ 79,000
FY 96/97:	$ 112,400
FY 97/98:	$ 309,727
FY 98/99:	$ 98,799
Total exp.:	**$ 720,926**

NIFID #: 94048
Project #: TC 11/94
Category: R&D
Sponsor: DFO (CCG)

CANSARP Communications Interface

Operational trials of CANSARP confirmed that the availability of **real time data** to the various mathematical models within CANSARP would significantly improve the accuracy of its predictions. This improvement will help reduce the search time and result in people and property being recovered more effectively. SLDMBs drifters will be automatically tracked by CANSARP via the new Communication Interface Unit (CIU).

The four main objectives of the project were: the modularity, the user interface, the real time data and the RCCAP Integration. For the modularity, the code dependency on the OS routines was removed, a problem with the Ekman model was corrected and the routines were documented. The design document and the comments in the code are understandable and accurately describe the functions. For the second objective, the User Interface (UI) was moved from the Unix platform to an NT Workstation. The new UI meets the Microsoft Standard and has improvements over the UNIX version. For the third objective, many sources of the real time data were still in development and not ready to be incorporated in this version of CANSARP however, the design of CALCS was changed to incorporate new data sources when they become available. There are several new data sources in this version and provision for more. Finally, to facilitate interfacing CANSARP 4.x with the RCCAP, the User Interface operates on an NT Workstation and the GIS was chosen based on its compatibility with the RCCAP GIS. The RCCAP data fields were not finalized when the CANSARP data fields were finalized. To reduce potential compatibility problems, the CANSARP 4.x data fields were standardized using the SISAR database.

Bibliography Reference:

N/A

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 96/97: $ 135,222
FY 97/98: $ 157,202
FY 98/99: $ 143,015
Total exp.: $ 435,439

NIFID #: 96009
Project #: DFO 2/96
Category: Prevention
Sponsor: DFO (CCG)

North of 60 (Arctic) SAR Prevention Training

The objective of the project was to develop written resources on boating safety issues that reflected the culture and environment in the Northwest Territories. The first resource was a video that reflected the culture and environment in the Northwest Territories. Also, a boating safety mascot (PUKTA, the polar bear) was developed so that people would identify with boating safety and wear Personal Flotation Devices (PFD).

In collaboration with the Office of Boating Safety (OBS) Winnipeg, the Central and Arctic Region, the Department of Transportation and the Government of the Northwest Territories, written resources were developed: a PUKTA colouring book (illustrations that promoted boat/ice safety activities in Northern waters), a personal flotation device and hypothermia pamphlet, a small boat survival kit, tattoos and puzzle.

PUKTA has been successful across Canada as the boating safety mascot. Requests were made for the use/application of the video "Choices We Make" to be viewed by both southern and northern audiences by other CCG Offices of Boating Safety and outside partnering agencies such as Red Cross and the RCMP. Other Regional Offices of Boating Safety in CCG have adopted the mascot to deliver their regional boating safety programs. Awareness of the presence of CCG in the Northwest Territories and the request for translated material on boating safety from various partners has increased.

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N/A

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Final Summary Report FY 98/99

Financial Summary
FY 97/98: $ 98,695
FY 98/99: $ 130,095
Total exp.: **$ 228,790**

NIFID #: 96010
Project #: DFO 3/96
Category: Prevention
Sponsor: DFO (CCG)

Safety Campaign – Personal Watercraft Operators

The objectives of the project were to implement a monitoring mechanism for personal watercraft activities and evaluate Canadian Coast Guard interventions with amateur operators. Also, in relation to the interventions, a plan for boat safety interventions and an education campaign were developed for amateur personal watercraft operators.

The following activities were undertaken: research on potential partners who could assist in producing training and insurance, exchange of information and sharing plans of action. Financial assistance was obtained for boating safety projects for personal watercraft operators. The financial contribution was a matched by the marine sheriff.

The campaign resulted in exposing problems of personal watercraft operators and finding solutions. Also, this campaign identified renting habits and identified safety campaign efficacy to determine better ways to reach users. The campaign encouraged many users to take a course on new rules about users abilities.

Bibliography Reference:

National Analysis on Personal Watercraft Incidents, Report on Renting Habits, Pamphlet "Be responsible, take a course!" and the Pamphlet "Do you have what it takes to have fun boating?"

For more information, please contact:

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 96/97: $ 204,648
FY 97/98: $ 25,111
FY 98/99: $ 42,500
Total exp.: **$ 272,259**

NIFID #: 96014
Project #: DFO 7/96
Category: Prevention
Sponsor: DFO (CCG)

Welcome to Boating/Personal Watercraft

Two video programs were produced, by The Power Boat Television show and the Canadian Coast Guard, to demonstrate the safe and courteous operation of a boat and personal watercraft. The videos addressed the shortage of boating safety information between the time of the sale of the boat and the time the person who buys the boat begins to operate it on the water

The videos are expected to have an impact on the gravity and number of search and rescue incidents as a result of behavioural change.

Records were kept of all video tapes requested and distributed: this data will be yearly basis.

Bibliography Reference:

N/A

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 96/97: $ 54,534
FY 97/98: $ 48,895
FY 98/99: $ 112,691
Total exp.: $ 216,120

NIFID #: 96017
Project #: DFO 10/96
Category: Response
Sponsor: DFO (CCG)

North of 60 Marine SAR Training

The project objectives were to provide SAR training to community members who assist in community marine searches, to increase awareness of the Federal SAR system and to provide Small Vessel Regulation Training.

The following training was completed in various locations (Burlington, ON, Yellowknife, NWT, and Hay River, NWT): on the Small Vessel Regulation Training, Rigid Hull Inflatable Operator Training, and the Fundamentals of SAR.

With this project, the number of trained Coast Guard Auxiliary members in the NWT has increased as has awareness of the Federal SAR System and contacts with the Rescue Coordination Center in Trenton, ON. The communication between CCG Central and Artic, Coast Guard Auxiliary District 9, and the RCMP has improved and knowledge in the area of marine search planning techniques and vessels recovery operations has increased.

Bibliography Reference:

N/A

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary

FY 96/97:	$ 4,961
FY 97/98:	$ 3,978
FY 98/99:	$ 126,140
Total exp.:	$ 135,079

NIFID #: 96019
Project #: DFO 12/96
Category: Prevention
Sponsor: DFO (CCG)

Boat Tick Laminate

The laminated "Boat Tick" cards will inform boaters of the proper procedures to follow prior to going boating. A laminated card was produced by the Canadian Safe Boating Council and the Canadian Coast Guard to inform boaters on safety issues. It includes a checklist which can be used as a safety check before heading out on the water.

With proper information, the number of SAR incidents and the severity of boating incidents on the water should be reduced. A report was prepared showing how many cards were requested and by whom.

Bibliography Reference:

Marine SAR Incidents Annual Report

For more information, please contact:

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 97/98: $ 11,991
FY 98/99: $ 12,000
Total exp.: **$ 23,991**

NIFID#: 97019
Project #: DFO 2/97
Category: Response
Sponsor: DFO (CCG)

CCGA Loan Equipment – First Aid Kits

The project objective was to have proper first aid kits aboard CCGA vessels to enable first aid trained member to better respond to SAR cases requiring emergency medical assistance and reduce risk of loss of life.

CCG purchased 450 first aid kits and distributed one to each CCGA vessels in the Maritimes region. All CCGA skippers were provided with first aid training through training funded by CCG.

The purchase provided CCGA volunteers the tools they have been trained to use in first aid courses. As a result, the SAR community is better able to respond to medical emergencies.

First aid refresher training and exercises are suggested for additional activities.

Bibliography Reference:

N/A

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 97/98: $ 39,617
FY 98/99: $ 13,537
Total exp.: **$ 53,154**

NIFID #: 97033
Project #: DFO 4/97
Category: Prevention
Sponsor: DFO (CCG)

Chalet Chez Nous

The objective of the project was to produce boating segments informing francophone cottagers of boating safety measures they must be aware of before going boating.

Thirteen (13) boating safety segments, an average of two minutes each in length, were produced by the Canadian Coast Guard and the producer of Vie de Chalet explaining what boaters should know in order to fully enjoy safe boating.

By informing cottagers, who often do not believe they are boaters, the intent is to reduce the number of marine incidents and also the number of lives lost.

Bibliography Reference:

Annual Marine SAR Incidents Report and the Canadian Red Cross Society were used to develop the boating safety segments.

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Final Summary Report FY 98/99

Financial Summary
FY 97/98: $ 18,920
FY 98/99: $ 18,700
Total exp.: **$ 37,620**

NIFID #: 97022
Project #: DFO 10/97
Category: Volunteers
Sponsor: DFO (CCG)

CCGA Loan Equipment – Flotation Suits

Suits were purchased through the Canadian Coast Guard (CCG) Maritimes region and distributed by CCG and Canadian Coast Guard Auxiliary (CCGA) staff to masters and crews of CCGA vessels. These suits will enable CCGA members to remain on scene longer and to reduce the risk to volunteers operating in cold weather.

These suits are being used regularly by CCGA members, many of whom previously were reluctant to wear any Flotation equipment. This enables the volunteers to work safely for longer periods of time in cold weather and will protect them if they fall into cold water.

By increasing wear time of personal flotation equipment, safety of volunteers increased. CCG and Red Cross statistics showed increased probability of survival for persons wearing flotation equipment when they fell overboard. Extended time on-scene during SAR cases is possible due to protection from cold. There is also the intangible benefit of having volunteers wearing similar equipment as provided to professional SAR crews. This should result in more volunteers for the CCGA.

Bibliography Reference:

Cold Water-Silent Killer- (Previously produced video)

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 97/98: $ 11,002
FY 98/99: $ 11,000
Total exp.: **$ 22,002**

NIFID #: 97018
Project #: DFO 13/97
Category: Volunteers
Sponsor: DFO (CCG)

CCGA Loan Equipment – Strobe Lights

Strobe lights improve the chances of detecting a Canadian Coast Guard Auxiliary (CCGA) member should one fall overboard. They reduce risk associated with such an incident by reducing search time, improving probability of detection and reducing search costs.

Three hundred eighty five small personal strobe lights suitable for attachment to a PFD or floater suit were purchased by CCG and for CCGA zone directors for distribution to their 15 Canadian Coast Guard Auxiliary (Maritimes) Zone Directors.

The project was successful in that CCGA volunteers now will be more visible if they fall overboard. This will build confidence and demonstrate to volunteers that the federal government is concerned for their safety while on Search and Rescue.

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 97/98: $ 30,535
FY 98/99: $ 31,000
Total exp.: **$ 61,535**

NIFID #: 97020
Project #: DFO 14/97
Category: Volunteers
Sponsor: DFO (CCG)

CCGA Loan Equipment – SAR Pumps

The project objective was to reduce risk to life and property due to vessels sinking by strategically positioning dewatering pumps at CCGA units around the region to reduce response time to vessels taking on water.

The Canadian Coast Guard (CCG) purchased 30 SAR pumps for distribution to the CCGA zone directors for dispersal to members.

Response times have been significantly reduced with consequent lowering of risk. The project also carries intangible benefits of providing CCGA volunteers with the same rescue equipment as that used by professional (CCG) SAR crews working alongside them.

Regular exercises to test deploying pump within zone and running same are suggested.

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New SAR Initiatives Fund
Final Summary Report FY/98/99

Financial Summary
FY 97/98: $ 105,015
FY 98/99: $ 291,695
Total exp.: **$ 396,710**

NIFID #: 97032
Project #: DFO 17/97
Category: Prevention
Sponsor: DFO (CCG)

Personal Flotation Device (PFD) Broadcast Safety Messages

The objective was to develop and implement a creative communication strategy in order to inform boaters on boating safety issues, such as wearing a personal flotation device (PFD) and informing boaters about coming changes in the Small Vessel Regulations.

A national print media campaign on boating safety issues was developed between the Canadian Safe Boating Council and the Canadian Coast Guard; with this information available to boaters, SAR operation costs should decrease.

Informing boaters on boating safety is expected to reduce the number of SAR incidents on the water and the number of drownings related to boating. By increasing boater's awareness, it is hoped that boaters will act as responsible citizens when they are on the water. During the project 150,000 boating safety information kits were produced and distributed by various organizations (Red Cross, Bombardier, Yamaha, Canadian Tire and Canadian Coast Guard).

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 97/98: $ 850,000
FY 98/99: $ 139,877
Total exp.: **$ 989,877**

NIFID #: 97030
Project #: DFO 23/97
Category: Response
Sponsor: DFO (CCG)

West Coast Very High Frequency (VHF) Digital Selective Calling (DSC)

VHF DSC equipment is now installed at 2 West Coast MCTS Centers that provide SAR coverage to the Juan de Fuca Strait, BC area as well as its Western and Eastern entrances. This equipment allows the CCG to monitor VHF Ch70 for Digital Selective Calling distress alerts.

The majority of equipment (software and hardware) was installed during the summer of 1998. Due to a number of bugs in the system (communications with the remote sites) the installation was not an immediate success. It has been on air in a test mode since the middle of February 1999.

Presently they are receiving approximately 1 distress alert per week from these two MCTS Centers (Tofino and Victoria) but they have all been false alerts from Foreign Deep-Sea vessels that accidentally set off their shipboard equipment.

The project has been a success in that they are now receiving VHF DSC alerts. There is some difficulty in keeping the system stable.

Bibliography Reference:

Operational and technical manuals provided by the contractor and subcontractor. This material is also available in an electronic format (MS Word).

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 98/99: $ 232,995
Total exp.: **$ 232,995**

NIFID #: 98015
Project #: DFO 2/98
Category: Volunteers
Sponsor: DFO (CCG)

Public Boating Safety Education by the Newfoundland (NF) Ground Search and Rescue Association

Three members from each of the twenty-seven (27) teams were selected to attend training seminars about boating and leadership and given a overview of Office of Boating Safety (OBS) programs. To assist in the delivery of their programs, the teams were issued Very High Frequency (VHS) radios and kit bags containing safety equipment to be carried on a pleasure craft.

Because of the geographical coverage by the SAR association, teams throughout Newfoundland and Labrador will now be able to promote the boating safety services offered by OBS. The Ground SAR teams are now delivering the following programs throughout NF & LAB: Courtesy vessel exams on inland waters; Maintenance and administration video libraries; Sponsorship of safety seminars; and presentation of Safety displays during special events. As a result of these programs, boaters throughout the province will now be better prepared when taking to the waters. This should reduce the number and severity of SAR incidents and encourage volunteerism.

A monthly reporting system was developed to monitor the work being done by the Ground SAR teams. The project will also be evaluated through the monitoring of Provincial drowning and accident statistics through EMO, the RCMP and the Life saving Society.

The following videos were delivered to the teams: Pleasure Boating, Flares, The Brighter Side Of Distress, I Survived, Fire Fighting At Sea, Cold Wet and Alive, It's Good For Life, All About PFD, Alcohol & boating, Sharing The Responsibility, Small Vessel Safety, When Tragedy Strikes, A Matter Of Minutes and SAR Case 227.

Bibliography Reference:

N/A

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 98/99: $ 28,747
Total exp.: **$ 28,747**

NIFID #: 98014
Project #: DFO 3/98
Category: Volunteers
Sponsor: DFO (CCG)

In Water Rescue Equipment – Harbour Grace Volunteer Fire Brigade

The Harbour Grace Volunteer Fire Brigade is the first line of response to emergencies involving accidental immersion of persons in the extreme cold waters of Harbour Grace, Newfoundland. The CCG identified a need to equip this Brigade in accordance with the National Fire Protection Association (NFPA) standards for water rescue equipment in order to facilitate a timely response to a person in the water (PIW) emergency.

The purchase of all water rescue equipment was in accordance with NFPA standards and the New SAR Initiative project plan. Members of the Harbour Grace Volunteer Fire Brigade were trained as surface rescue swimmers, line tenders, team leaders and incident commanders.

The members of the Harbour Grace Volunteer Fire Brigade are now capable of safely and effectively providing a first line of response for PIW emergencies. This will result in the saving of lives and a reduction in human suffering.

An anticipated joint water rescue exercising program between the CCG and the Harbour Grace Volunteer Fire Brigade Water Rescue Team is suggested as an additional activity.

Bibliography Reference:

N/A

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 98/99: $68,467
Total exp.: **$68,467**

NIFID #: 98027
Project #: DFO 7/98
Category: R&D
Sponsor: DFO (CCG)

Capsized Vessels-System to Assist Victims

The objective of the project was to introduce air and light into the air pocket which exists when a vessel capsizes, through the exposed hull, without the loss of any existing air, and to package the equipment in a compact and rugged deployment kit using either SCUBA or Scott air tanks. The "**CAPSAV HULL PENETRATION SYSTEM**", an innovation developed under this project, achieved this objective. The System allows SAR personnel to respond effectively to assist people who are trapped in the air pockets of overturned vessels.

Three designs and fabrications took place, leading to: Prototype 1- bench tested on a pressurized air pocket simulator by CM Technologies, Inc. (CMT); Prototype 2 & 3- field tested on 18 ft and 25 ft overturned vessels, by CMT and CG Rescue Divers, at Sea Island Hovercraft Station, BC.

The System prolongs the survival of victims in air pockets when they are victims of an overturned vessel, providing time for extrication equipment and personnel to arrive on scene. The System lowers the dangers for rescuers attempting extrication by allowing them to control the buoyancy and stability of the overturned vessel. Further, the light and fresh air provided to the victims lessens their panic, allows them to take self rescue actions, and makes them easier to handle when rescue divers arrive on scene.

Bibliography Reference:

"Users Manual"; "Operating Instructions Checklists"; "Introduction to the CAPSAV Hull Penetration System" video (Supplied to CCG, with Working Model 1s).

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Department of National Defence

New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 97/98: $ 258,200
FY 98/99: $ 4,800
Total exp.: $ 263,000

NIFID #: 96030
Project #: DND 5/96
Category: Response
Sponsor: DND

SAR Diving Equipment for SAR Techs

The project objective was to provide SAR Techs with equipment to improve diver safety and enhance the effectiveness of rescue operations. To meet the project objectives, 62 AGA full-face diving masks (assurance of protection from the effects of exposure to cold water and petroleum contaminants), 62 underwater communication systems (allowing underwater communication between divers and with the rescue platform), 13 surface communication kits and 135 "Night Rider" lights (to enable SAR Techs to operate "hands free" while extracting victims trapped in underwater confined spaces) were purchased. The Navy Fleet Diving Units underwent manufacturer-sponsored training., and then trained the SAR Techs

As a result of this project, SAR Techs now have dive equipment that is safer and much more effective during marine rescue missions.

This equipment has not yet been employed operationally, however, initial feedback from unit training exercises has been very positive.

Continued monitoring of SAR Mission Reports will indicate effectiveness and use of these products.

Bibliography Reference

N/A

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 96/97: $ 54,534
FY 97/98: $ 48,895
FY 98/99: $ 112,691
Total exp.: **$ 216,120**

NIFID #: 96032
Project #: DND 7/96
Category: Response
Sponsor: DND

GPS Guided Parachute – SAR

The aim of this project was to conduct proof of technology testing that would help identify the Parachute Guided Air Delivery System (PGADS) which would best serve the Canadian Forces SAR effort.

The Airborne Trials and Evaluation Section (ATES), as part of the Canadian Parachute Centre, Trenton, conducted parallel tests of two competing systems, ORION and SHERPA. The evaluation was conducted in six stages: assessment of the ORION and SHERPA systems, feasibility studies, assembly of test parachute loads, ground test of the rigging/packing and mission planning procedures, aerial delivery of the ORION and SHERPA systems and preparation of Canadian Forces Technical Order.

The acquisition of a precision guided parachute system will provide the Canadian Forces SAR community with a viable option for delivering life sustaining supplies with minimal delay to crash sites in remote locations, regardless of weather conditions, with no risk to SAR teams.

Both of the ORION and the SHERPA systems performed to within manufacturer specifications and worked well in inclement winter weather conditions. SHERPA was significantly easier to rig than ORION (50% less time to prepare and less susceptible to packing errors).

It is recommended that the SHERPA system be adopted as the PGADS of choice for the Canadian Forces SAR effort.

Bibliography Reference:

Precision Guided Aerial Delivery System final report, dated May 1999.

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 96/97: $ 80,948
FY 97/98: $ 95,208
FY 98/99: $ 75,000
Total exp.: $ 251,156

NIFID #: 96033
Project #: DND 8/96
Category: Response
Sponsor: DND

GOES Signal Processing

The project objective was to gain international acceptance of Low Earth Orbit SAR system/ Geostationary Orbit SAR system (LEO/GEO) merge technology and procure test and install a GEO calibration device at the Canadian Technical Evaluation Center (CTEC).

A GEO Calibration device was purchased and installed. The international community has accepted the LEO/GEO merge with some minor reservations.

LEO/GEO merge allows event location with as few as two LEO location points. This means that if a beacon can only transmit twice following an accident, there is a very good chance that it will be located accurately.

Bibliography Reference:

N/A

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 97/98: $ 350,000
FY 98/99: $
Total exp.: $350,000

NIFID #: 96036
Project #: DND 11/96
Category: Response
Sponsor: DND

Acoustic Detection and Localization of Maritime Emergencies

This NIF project was part of a larger naval project to improve the Canadian Acoustic Surveillance Work Station (a CASWS currently located in the Joint Ocean Surveillance and Information Center, Halifax) by adding a dual-beamformer, additional processing and display capabilities, and an interface to the Maritime Command Operations Information Network (MCOIN III network).

The main objective of the NIF portion of the CASWS project was to develop algorithms and tools specifically designed for the detection of acoustic signatures associated with maritime emergencies. Improved transient detection, normalization and cross-fixing tools will be implemented.

This project will be the first to closely interface an acoustic sensor with the MCOIN III system to better dissemination of contact information to a larger community, including RCC Halifax.

The results of the design phase have been encouraging and have shown the system to be modular and expandable. A measure of performance will not be available until completion of the final acceptance trial in September 1999.

The future of United States Navy (USN) participation in the maintenance and support of the Integrated Undersea Surveillance System (IUSS) arrays is uncertain. As a result, CASWS has developed a strategy to make the system adaptable to using semi-permanent arrays. This has the potential of making the system available for remote operations using varied data sources.

Bibliography Reference :

CASWS Signal Processing Subsystem Design Document, HC-DD-50-9213, July 31, 1998.

CASWS Data Management/Display processing Design Study Report, HC-50-9214, November 2, 1998.

For more information, please contact:

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 97/98: $ 4,298
FY 98/99: $ 75,564
Total exp.: **$ 79,862**

NIFID #: 97068
Project #: DND 5/97
Category: Response
Sponsor: DND

Sea King VHF/ FM Radios

A statement of capability deficiency was generated that identified communication difficulties between CH124 aircrew, RCC Victoria and resources from the RCMP and DFO/CCG while conducting SAR operations on Canada's West Coast. The existing ARC-513 VHF/FM radio set was incapable of providing crews with access to the regional repeater trunking system (RTS) which consists of a series of radio towers that relay communications in areas where line-of-sight exchanges are not possible.

The purpose of the evaluation was to assess the suitability of the Technisonics TFM-138D VHF/FM radio to access the DFO/CCG VHF/FM RTS on the West Coast. Successful evaluation would be followed by a procurement order for nine such sets for installation on the West Coast Sea King fleet.

Once installed, the TFM-138D radio, provides 443 (MH) Sqn a direct communications link between the on-scene aircraft, RCC Victoria and other agencies of concern during West Coast SAR operations.

The TFM-138D radios were procured relatively quickly. The requirement for operator training and amendments to technical manuals has set back installation into the 443 (MH) Sqn CH124 Sea Kings. These delays continue to be addressed.

Bibliography Reference:

N/A

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 97/98: $ 135,000
FY 98/99: $ 140,000
Total exp.: **$ 275,000**

NIFID #: 97063
Project #: DND 8/97
Category: Response
Sponsor: DND

Optimized Radar Receiver for SART

The objective of the project was to investigate approaches for improving the range at which search and rescue transponders can be detected. The project consisted of inter-related activities designed to address various components of the project objectives, such as theoretical analysis and modeling of the SART detection problem, simulation of SART detection, detailed investigation and analysis of SART detection by AN/APS-506 radar and experiments to determine SART detection range by AN/APS-505 radar with and without matched bandwidth receiver (MBR) modifications.

SART signals were used to determine potential benefit of the MBR technique, to investigate the problem of poor SART detection performance by specific radar used by CF SAR assets and to carry out experimental work with a modified radar to demonstrate the actual performance gain achievable with the MBR technique.

Practical techniques for improving the detection range have been developed and successfully demonstrated. New radar designs can easily incorporate the required modifications. The concept can also be applied to existing radar, although the required modifications are not as trivial as had been initially hoped. Specific recommendations have been made for the AN/APS506 radar, which is known to have a particular poor performance for the detection of SART signals.

Reports have been produced and distributed via DSIS. A paper was presented at the Radio Technical Commission for Maritime Services Conference.

Bibliography Reference :

R. Saper et al, "Matched Bandwidth Receiver Enhancement for Search and Rescue Transponders (SART) Feasibility Study: Phase II," report produced by Vantage Point International (VPI) under contract DSS 04SVW7714-8-0144, March 31, 1998.

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary		**NIFID #:**	97062
FY 97/98:	$ 28,750	**Project #:**	DND 9/97
FY 98/99:	$ 39,714	**Category:**	Response
Total exp.:	**$ 68,464**	**Sponsor:**	DND

Nylon Rescue Ladder for CH 124 Sea King

The Sea King helicopter requires the installation of the Nylon Rescue Ladder (NRL) as a backup rescue recovery system in the event of rescue hoist failure.

The objective of this project was to evaluate the feasibility of utilizing the NRL to rescue personnel in case of hoist unserviceability and to procure NRL for fleet fitment. Two NRL were acquired from Randon Technical Manufacturing Inc. for a successful trial conducted by Helicopter Operational Test and Evaluation Flight (HOTEF).

With increasing frequency, the CH-124 Sea King is being tasked to function as the primary SAR response helicopter when the Labrador helicopter is unserviceable. The aircraft has no capability to retrieve a crewman/survivor in the event of hoist failure. A rescuer/survivor could be forced to remain behind (possibly in dire circumstances) until the arrival on scene of another SAR asset. The rescue ladder will provide a critical safety line in the event of hoist failure.

The NRL was tested by HOTEF under a variety of situations and was considered successful in a controlled setting. The Sea King fleet has been fitted with the NRL and crews trained in its use. Although not yet deployed operationally, feedback from units will confirm the validity of the project.

Attachment points should be clearly marked to facilitate set-up. Locally produced lengthening straps would eliminate the requirement for aircraft hardpoint modifications.

Bibliography Reference :

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 97/98: $ 0
FY 98/99: $ 50,000
Total exp.: **$ 50,000**

NIFID #: 97066
Project #: DND 11/97
Category: Response
Sponsor: DND

Mountain Rescue Extraction System

The project objective was to procure 29 systems for use by SAR units nation-wide.

Sole source contract awarded to Grip Tech Industries on data. All systems were delivered during the Feb/Mar 99 timeframe. Training by the manufacturer was carried out in early Mar 99 at Comox.

These systems will expedite rescue of persons trapped in confined spaces. Safety of the SAR Tech and the casualty is enhanced as the AR Tech no longer has to jury rig an extraction system at the accident scene.

Future procurement of these items is to be done locally by units as required.

Bibliography Reference:

N/A

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 98/99: $ 443,000
Total exp.: **$ 443,000**

NIFID #: 98031
Project #: DND 2/98
Category: Response
Sponsor: DND

SAR Night Vision Goggles Upgrade

The project was implemented to provide 120 Omnibus IV tubes to upgrade the existing AN/ANVS-501A Omnibus III tubes in use by CH113 Labrador pilots since 1989.

Independent results from a Transport Operational Test and Evaluation Facility (TOTEF) ground evaluation considering the relative performance of the Omnibus III and IV tubes confirmed results achieved in a combined US/Canadian evaluation of the tubes.

The enhanced optics of the Omnibus IV tube will provide an improvement in system resolution which will result in the ability of the aircrew to detect targets at significantly greater ranges. The improvement in gain will decrease the inherent noise in the NVG image, particularly in conditions of low illumination such as overcast skies. This will result in an increased probability of detection of subjects in SAR cases.

Bibliography Reference:

LATEF Final Report for Evaluation of the Omnibus IV NVG Image Intensification Tubes, dates 20 April 1998.

Marine Aviation Weapons and Tactics Support Squadron (MAWTS-1), 'Qualitative Assessment of the Omnibus II, III and IV AN/AVS-6 NVG Tubes in AH-1W, UH-1N, CH 46E and CH 53D Assault Support Aircraft', final report for Weapons Tactics Instructors Course 1-1997.

TOTEF ADM 112 (426 Sqn Trenton) 171822Z December,1998.

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 98/99: $ 70,000
Total exp.: **$ 70,000**

NIFID #: 98039
Project #: DND 3/98
Category: Response
Sponsor: DND

Tundra Engine Heaters for CASARA

The project objective was to purchase 70 heaters to pre-warm CASARA aircraft prior to winter flight in cold weather conditions. CASARA purchased the requisite heaters and distributed them to CASARA units.

The heaters will reduce the time required to get CASARA aircraft airborne during the winter months. They will also increase the safety of the aircraft and crew by ensuring that all instruments read accurately due to proper pre-heating.

The units that received the heaters will forward reports to the national office regarding the effectiveness of the heaters to pre-warm aircraft. The CASARA Administrator will obtain feed back from the provincial units that used the heaters during the winter of 1998/99.

Bibliography Reference :

N/A

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 98/99: $ 16,000
Total exp.: **$ 16,000**

NIFID #: 98040
Project #: DND 4/98
Category: Response
Sponsor: DND

LAPDESKs for CASARA

Lap desks for use by navigators on CASARA aircraft will reduce the chances of night vision degradation in pilots and spotters during SAR missions.

The project objective was to purchase two hundred lap desks for CASARA navigators. These assemblies reflect very little light that potentially could hamper pilot and spotter vision during night SAR missions.

CASARA to purchased and distributed the units.

Units receiving the lap desks forwarded a report to the national office detailing their effectiveness, highlighting any effects on pilot and/or spotter night vision during SAR missions.

Bibliography Reference:

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary

FY 98/99: $91,947
Total exp.: **$91,947**

NIFID #: 98038

Project #: DND 5/98
Category: Response
Sponsor: DND

SAR Data Warehouse

There is a requirement to procure and integrate various data sets for use with the RCC automation system. A contractor was hired to assist in the definition of data requirements, produce inter-agency data sharing agreements and processes, procure data sets, convert and integrate data into the RCC project, and produce data verification documentation.

The data warehouse created through this project provided valuable information to assist in the prosecution of SAR events. The data available includes, as just few examples, Transport Canada's Civilian Aircraft Register, Transportation Safety Board of Canada Aircraft Crash Registry, Transport Canada List of Ships, Hospital Resource Database and RCMP CPIC Directory.

A number of outstanding and follow-on activities were identified at a 24 Mar 99 meeting of the RCC Automation Project in Ottawa. They include, among others, follow-up with fire station and ambulance contacts, receive and integrate numerous data sets and work out the details of real-time RCC access.

The data sets that comprise the Data Warehouse are presented and displayed by the software of the RCC Automation Project.

Bibliography Reference:

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 98/99: $22,500
Total exp.: **$22,500**

NIFID #: 98035
Project #: DND 6/98
Category: Response
Sponsor: DND

RCC High Resolution Picture Transmission (HRPT) Visualization

The project objective was to design, create, deploy and document a tool to enable Rescue Coordination Center staff to quickly access HRPT data from recent satellite passes.

An contract was let 16 June 1998 to Channel Consulting to examine architectural options for the development, documentation and deployment of an optimized HRPT visualization application operating across a LAN taking into account user input on requirements.

The delivered application permits Rescue Coordination Center Victoria staff to quickly extract and manipulate near full scale HRPT imagery from MARPAC MetOc's web site in near real time-a capability which neither previously existed at MetOc or elsewhere.

The feedback from the rescue Coordination Center Victoria staff on the quality and timeliness of the imagery during live SAR will validate the expenditure.

Bibliography Reference:

N/A

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 98/99: $ 62,000
Total exp.: $ 62,000

NIFID #: 98036
Project #: DND 8/98
Category: Response
Sponsor: DND

Noise Cancellation in SAR Communications

The project objective was to produce noise mitigation equipment that reduces the level of noise but is transparent to voice signals, allowing them to be heard with no loss of intelligibility. Some activities pursued to achieve the project objectives were: a study of operator requirements, reviewing of existing solutions and algorithms and experimentation with recorded sound samples.

A noise mitigation algorithm was found during this work which is a significant improvement over existing solutions. The algorithm was ported to a digital signal-processing card, and enough noise cancellation hardware was produced to conduct a field trial at 8 Wing Trenton.

In 1998, the Surgical Wing at Trenton conducted a sound level survey at the Military Aeronautical Communications System (MACS) Receiver Site in Carrying Place, ON and a sound of 74 to 88 dBA were recorded possibly causing permanent hearing damage. The SAR noise canceller developed during this project reduces noise by 9dB. When installed, the noise canceller can reduce the ambient noise level to 79dBA (worst case) reducing chances of hearing damages. The noise canceller it is being evaluated in Canada and U.S.A. (Rome Labs) using Diagnostic Rhyme Tests and two other noise cancellers were evaluated.

A problem was discovered in the audio amplification chain that drives the operator consoles. Test confirmed that the Rockwell 630-3268-001 Power Amp Card introduced significant harmonic distortion in the audio signal. Some recommendations were made.

Bibliography Reference:

N/A

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Environment Canada

New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 97/98: $ 370,000
FY 98/99: $ 130,000
Total exp.: **$ 500,000**

NIFID #: 97074
Project #: EC 8/97
Category: Prevention
Sponsor: EC

Automatic Weather Observation Station (AWOS) Installation – South Coast NF

The project objective was to install two AWOS's on South Coast Newfoundland, one in Port Aux Basques the other in Marystown, for improving the Marine Weather Forecast and Weather Warnings. At both locations, a building was installed along with meteorological sensors to measure, for example, cloud height and amount, visibility, present weather, temperature, dewpoint, wind and pressure. As well a video camera was installed. The data from the AWOS and the camera system is collected three times an hour and placed on the EC weather data circuit and also on EC Atlantic's Green Lane Web Page (http://www.atl.ec.gc/weather/text.html.).

The activities consisted of site selections in consultation with Marine Weather Forecasters, land acquisition, instrument bases, power and telephone installation, equipment purchase and installation, landscaping, security fence installation, Proof of Performance carried out on equipment, Station data put into forecast models.

The two AWOS's are state-of-the-art observing stations and will add to the local weather knowledge. The information is real time and transmitted to Environment Canada's weather circuit up to three times an hour. With this up to date information the Marine Forecast will improve and Weather and Wind Warnings will be issued in a very timely manner.

Bibliography Reference :

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Royal Canadian Mounted Police

New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 96/97: $ 94,000
FY 97/98: $ 80,600
FY 98/99: $ 80,600
Total exp.: **$ 255,200**

NIFID #: 96050
Project #: RCMP 3/96
Category: Volunteers
Sponsor: RCMP

National SAR Volunteer Association

The RCMP sponsored three annual meetings (preceding SARSCENE conferences in Halifax, Sault Ste. Marie and Banff) which involved individuals who could facilitate the development of a national GSAR volunteer association. Participants included representatives from: Emergency Measures Organizations, representatives from volunteer SAR associations and police agency SAR coordinators (RCMP, OPP and SQ).

The three objectives that were defined in the proposal of the project were achieved by the end of the NIF project. Specifically, SARVAC was unofficially formed in 1996 and officially incorporated in 1997; SARVAC has developed a membership structure and has developed sources of income; and SARVAC is receiving requests for information and advice from numerous volunteer associations and groups.

The main method through which this project can be evaluated is via a "process evaluation". From a process evaluation standpoint, the project was successful. Additionally, from an impact evaluation standpoint, SARVAC has secured an insurance program for volunteers which will benefit the volunteer SAR community.

Bibliography Reference :

N/A

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Transport Canada

New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 98/99: $ 195,583
Total exp.: **$ 195,583**

NIFID #: 98047
Project #: TC 2/98
Category: Prevention
Sponsor: TC

Weather to Fly

Each year in Canada there are about 450 aircraft accidents, which result in the loss of about 100 lives. Many of these accidents require a SAR response and many of these are related to a lack of knowledge of the affects of various weather conditions on flight. The objective of this project was to reduce the number of accidents in which weather is a contributing factor, thus reducing the number of SAR responses required.

"*Weather to Fly*" is a series of 52 two minute vignettes, 26 in each official language, on the effects of various weather conditions on aviation, to be shown on the Weather Network and Meteo Media in conjunction with aviation weather forecasts. Funding for production was provided by the NSS and airtime valued at $200,000 will be provided by the Weather Network. The Weather Network will run *Weather to Fly* for a full 52-weeks. The vignettes will be made available to the Transport Canada Regional Aviation Safety Officers and to the Civil Air Search and Rescue Association for use in their aviation safety promotion activities, and will be on the Transport Canada Internet site.

The series will be broadcast during 1999-2000 and will be aimed at licenced pilots and other aviation participants, as well as the general public. Federal agencies assisting the producer of the series were Transport Canada Civil Aviation Safety Services (the project manager); Public Works and Government Services Canada; Transport Canada Safety Programs, Strategies and Coordination; and the Transport Canada System Safety regional office in Toronto.

Bibliography Reference :

A series of 26 English and 26 French two minutes vignettes were produced covering the following topics (just few examples): Weather Awareness, Avoiding the Trap, Wind Speed and Direction, Judging Ceilings, Fog and Visibility, VFR Over The Top and Pilot Reports.

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Northwest Territories

New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 98/99: $ 115,125
Total exp.: **$ 115,125**

NIFID #: 98063
Project #: NWT 1/98
Category: Volunteers
Sponsor: NWT

SAR Training Program- NWT

The project objective was to ensure qualified searchers and search managers are available to coordinate local search operations and, to develop the distance education model.

Search and Rescue courses included Basic Ground SAR, Search Manager training, Winter Indoctrination and Marine Boat courses as well as an exercise to test the response and capabilities of those involved in Marine SAR. Those SAR Home Study manual revisions were completed this year and those manuals were used in SAR courses. The manual is NWT specific and will be widely distributed throughout the NWT.

Both the Eastern and Western NWT benefited from SAR training. With such a large number of northerners trained in SAR, all communities will feel the impact of having a number of their residents able to effectively handle the SAR response.

21 SAR courses were offered this year as well as 2 training exercises. The pilot video conferencing SAR course pointed out the need to develop the distant education model more to prevent some of the problems experienced.

Bibliography Reference:

N/A

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Ontario

New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 98/99: $ 22,500
Total exp.: **$ 22,500**

NIFID #: 97083
Project #: ON 1/97
Category: Prevention
Sponsor: ON

Establish Water/Ice Rescue Program – ON

The purpose for this project was to design an end-to-end water and ice rescue training course, for the provincial fire service, to include a curriculum, trainer-facilitator guides, and learning manuals.

The objective of this project was to design a formal course training program, deliverable efficiently and economically in the field employing the train-the-trainer concept, that would contribute to water and ice rescue capabilities being more widely available throughout the province.

The water and ice course training program developed through this project was designed to support the delivery of high quality instruction in each of the four areas of water and ice rescue namely shore based, vessel assisted/vessel bases, water entry, and ice rescue. The program addresses both prevention and response, and it can be used to support other public education programs. The skills and knowledge developed and disseminated through delivery of the program can contribute to saving lives.

Bibliography Reference:

Water and Ice Rescue Manual Ontario Fire College 1999.

For more information, please contact:

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 98/99: $ 6,847
Total exp.: **$ 6,847**

NIFID #: 98059
Project #: ON 1/98
Category: Response
Sponsor: ON

York Regional Police SAR – ON

The purpose for the project was to acquire appropriate navigation, rescue, and first aid equipment to provision a newly acquired marine vessel with a water rescue capability.

The objective of the project was to improve the water rescue capability on Lake Simcoe, ON, to save lives.

This project enabled a significant enhancement of the water rescue capability available on Lake Simcoe. This enhanced capability included a more rapid response to distress calls across the entire expanse of the lake and improved capability to provide assistance at the scene of distress incidents. These enhancements are important contributing factors in saving lives.

Bibliography Reference:

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 98/99: $ 75,000
Total exp.: **$ 75,000**

NIFID #: 98060
Project #: ON 2/98
Category: Volunteers
Sponsor: ON

Formation of SAR Organization on James Bay/Hudson Bay Coast – ON

The purpose for the project was to provide a three-pronged program of prevention, training, and equipment in five communities located along the coast of James Bay/Hudson Bay.

The objective of the project was to establish a community-based, ground search and rescue capability along the James Bay/Hudson Bay coast to reduce injury and loss of life through prevention and an improved response function.

Mushkegowuk Council, Technical Services Coordinator, oversaw implementation of the project. The prevention program was delivered by a local organization in each of the five participating communities. The training and the equipment acquisition programs were addressed as a joint partnership between the Council, the representatives of each community, and the Canadian Rangers.

Establishment of a community based, ground search and rescue capability on the James Bay/Hudson Bay coast is a significant enhancement of the response effort deliverable in the area. The skills and knowledge and equipment made available to the communities in addition to the boat and motor acquired by each community enables SAR functions to be performed more effectively and over a wider area. These enhancements are important contributing factors in saving lives.

Bibliography Reference:

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 98/99: $ 18,750
Total exp.: **$ 18,750**

NIFID #: 98056
Project #: ON 4/98
Category: Volunteers
Sponsor: ON

Start Up of Ontario SAR Volunteer Association (OSARVA) – ON

The purpose of the project was to assist ground search and rescue volunteers to establish a provincial organization in Ontario. The objective of the project was to hold the inaugural meeting of the Ontario Search and Rescue Volunteer Association, to design a logotype for OSARVA, to distribute a crest having a depiction of the logotype to each registered member of the Association and to acquire stationery for the Association.

A general meeting was held. Representatives of 22 of the 32 ground search and rescue teams registered in Ontario attended. During the meeting, a logotype was approved and a contract was let to manufacture sufficient quantities of a crest of the logotype to all members of the organization. OSARVA established an office and acquired a supply of stationery.

Through OSARVA, common standards for individual training and performance and individual and group qualifications can be drafted and approved. OSARVA puts in place a key link in building channels of communication amongst provincial ground search and rescue volunteer organizations and the Ontario Provincial Police, and with volunteers in other provinces and territories. The significance of the establishment of OSARVA is expected to appreciate with time.

Bibliography Reference:

N/A

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New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 98/99: $ 7,950
Total exp.: **$ 7,950**

NIFID #: 98058
Project #: ON 5/98
Category: R&D
Sponsor: ON

Missing Patient Incidents: A Guidebook for Healthcare Facilities – ON

The purpose of this project was to research, draft, and produce a guidebook on wandering/missing patients for use in healthcare facilities across Canada.

The objective of this project was to publish a document that addresses wandering/ missing patient prevention, and on-site and external search methodology.

The Canadian Healthcare Association provided overall project management as well as the editorial and publication functions. The research and the draft of the guidebook were contracted to Emergency Health Consulting Services.

The guidebook contains useful information for healthcare facilities to put measures in place to prevent wandering/missing patients and to respond quickly when an incident does occur. The increased awareness brought about through this information can contribute to a reduction in the numbers of wandering/missing patient incidents and to corresponding decrease in costs, measured monetarily, emotionally, and in time, for those who care for wandering/missing patients.

Bibliography Reference:

Managing Missing Patient Incidents: Prevention and Response Hanna,James A. CHA Press, 17 York Street, Suite 100, Ottawa, Ontario K1N 9J6, 1999.

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Saskatchewan

New SAR Initiatives Fund
Final Summary Report FY 98/99

Financial Summary
FY 98/99: $ 80,526
Total exp.: **$ 80,526**

NIFID #: 98062
Project #: SK 1/98
Category: Volunteers
Sponsor: SK

Enhancement of the Saskatchewan SAR Program through Volunteers – SK

Search and Rescue Saskatchewan Association of Volunteers (SARSAV) has created an effective network between the volunteer, Saskatchewan Emergency Planning and "F" Division of the RCMP. Equipment has been standardized and entrusted to the volunteers. The training program involved a combination of the "Hug A Tree" program, brochures outlining the roles and responsibilities of SARSAV, hunter awareness brochures and attendance at major trade shows and conventions in the province for children and adults.

Civilian SAR Managers are deployed to areas where there are no RCMP Search Managers. These SAR Managers are trained to RCMP specifications and are able to deploy any volunteers, equipment or resources the same as the RCMP Search Commander. To meet the requirements of the RCMP, all training has been approved by the "F" Division Search Commander and Coordinator. All volunteers are required to attend a Basic SAR training program prior to being utilized in a search. Other training is available for the volunteers to upgrade their knowledge. Membership cards and orange hats are used to make a distinction between trained members of the SARSAV and the walk volunteers.

"F" Division of the RCMP have also trained six civilians/SARSAV members as Trained Trainers and they will deliver all the recognized, standardized training programs to volunteers and even RCMP members who would like to volunteer or become involved to any degree offered and recognized by SARSAV.

Within the province in the last year, 600 volunteer members were registered with SARSAV and the RCMP. These volunteers are available to any agency requiring volunteers or for a provincial disaster or emergency.

Bibliography Reference :

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Conclusion

The New SAR Initiatives Fund while enhancing search and rescue in Canada, does so in partnership with many organizations: the Federal/Provincial/Territorial Governments, Non-Federal organizations, volunteers, corporations and others.

During fiscal year 1998/99, 95 projects (46 new; 49 continuing) were funded in the areas of SAR research and development, prevention, volunteer, and response. The NIF projects ranged in value from $1,000 to $900,000, and from less than a year to three years in length.

In 1998/99, NIF Audits were conducted on the following seven projects:

- CH 5/96 – Boat Rescue for First Responders;
- DFO 19/97 – ITT Night Vision Goggles: CCG Auxiliary Pacific Region;
- DFO 20/97 – Dewatering Pump Kits: CCG Auxiliary Newfoundland Region;
- DND 2/96 – Self Locating Datum Marker Buoy;
- EC 2/96 – Improved In-Flight Detection of Hazardous Icing;
- EC 3/96 – Small Boaters Video Safety Education Kit;
- RCMP 6/96 – NWT SAR Training Plan.

For Recommendations and Management responses to these audits, please contact the NSS Resource Centre.

In addition, in 1998/99, assistance and advice were provided to NIF and SAR management on how to improve evaluating NIF prevention projects.

The National Search and Rescue Secretariat would like to thank those who have participated in the program. NIF has had many successes in the past and, with your help, it will continue to do so in the future.

The NSS welcomes your comments and feedback.